

## Convoy Safety Chain Teaching Package

This briefing is intended to provide a ready made briefing for unit leaders and safety personnel to use to prepare their units for convoy operations.

The briefing takes approximately 60 minutes, 50 minutes with a ten-minute break.

The briefer should make overhead slides from part one of this briefing and follow the note pages in part two or the script in part three to conduct the briefing.

Slide One – Introduce yourself and the purpose of the briefing.

Slide Two – This slide depicts the cost of convoy accidents. Comments could include:

With this in mind, it is worth the time and effort to identify the hazards associated with convoys and to reduce or eliminate the effects those hazards have on our operations.

Slide Three – This slide identifies the top three causes of convoy accidents. Comments could include:

These top three accident causes were taken from the U.S. Army Safety Center publication Countermeasure, Vol. 18 No. 9, September. In July of 1996, Countermeasure reported that the top three accident causes were speeding, following too close (improper intervals) and fatigue, in order of frequency. This year following too close jumped to the top of the list! Now we know what the causes are we must get the word out and prevent these causes from recurring.

Slide Four – This slide lists the standards available for review by personnel who are interested in learning more about convoys. Comments could include:

Here are the references you can use to identify the requirements for convoys and to assist unit-training programs.

Slide Five – This slide lists the responsibilities of the unit commander for convoy safety. Comments could include:

Every member of a unit has responsibility to conduct a safe convoy operation.

Risk Management should be applied when planning an operation or mission. The Risk Management Process

consists of identifying hazards; identifying the initial risk to the soldiers and operations; identifying control measures/countermeasures to help minimize the risk; and finally identifying the residual risk. See the V Corps Safety SOP for approval authority.

Slide Six – This slide lists the responsibilities of the Convoy Commander. Comments could include:

Ground Precautionary Messages, Safety of Use Messages, Safety Alert Messages, etc., which are published and distributed through various channels can be lost or forgotten if they are not captured by appropriate leader and briefed routinely to vehicle and equipment operators. In addition, such directives should be included permanently as part of the driver-training program or other training programs.

Briefing soldiers has two purposes. 1. It provides them with information to help them know what the risks and hazards are with the operation. 2. It tells them the plan that the unit leadership has to control the risks and hazards.

Slide Seven - This slide lists the responsibilities of the Serial or March Unit Commander. Comments could include:

Each convoy is organized under the control of a convoy commander. In addition, a commander is identified for each serial or march unit. This commander must be free to supervise the movement of the serial or march unit. His or her location is determined by METT-T.

Serial or march unit commanders should not change their location within the convoy unless it is absolutely necessary for control. They should have radio contact with lead and trail escort vehicles as well as emergency vehicles.

Slide Eight – This slide lists the responsibilities of the driver or assistant driver. Comments could include:

Drivers are a key element to conducting a safe convoy. They must be properly trained and licensed. In addition they must be familiar with and motivated to follow proper procedures.

The driver can avoid the primary causes of convoy accidents.

Leaders must ensure the driver knows the causes and control measures to reduce the risk of an accident.

Slide Nine – This slide lists the responsibilities of the senior occupant. Comments could include:

The senior occupant has a long list of duties in UR 385-55. Here are just a few that are key to reducing risk and preventing accidents.

Slide Ten – This slide begins a series of five slides that spell out the standards for the conduct of a convoy here in USAREUR. Comments could include:

References: UR 55-1, UR 385-55, USAREUR Pam 385-15, V Corps Safety Program SOP.

All tracked vehicles will have functional RAWLs installed in case one must fall out of the convoy due to mechanical difficulties.

Conducting a convoy to standard eliminates a great deal of the risk involved. If you look at the three primary causes of accidents in conducting the convoy to standard could have eliminated convoys all.

Slide Eleven – This slide is two of five that continues the standards for convoys. Comments could include:

The lead escort vehicle is an important element of any convoy. This slide represents the role of this vehicle.

The lead escort vehicle will travel at a designated speed to accommodate the slowest vehicle restriction in the convoy.

Slide Twelve – This is three of five that continues the standards for convoys. Comments could include:

These types of vehicles cannot be used as TEVs: POL, Hazardous Cargo, Ammunition, Troop carrying, Wreckers.

TEV should not be track vehicles due to the braking power of the track vehicle. The track vehicle takes less distance to stop in than a wheeled vehicle causing the wheeled vehicle to stop abruptly if at all.

Slide Thirteen – This slide is four of five that continues the standard for convoys. Comments could include:

The maximum speeds for the 5-ton M939 series trucks are:

Highway and secondary roads	40 MPH/64 KPH
Cross country roads	35 MPH/56 KPH
Sand and snow	25 MPH/40 KPH

Icy conditions

12 MPH/19 KPH

This is due to the braking system of the truck.

Slide Fourteen – This slide is five of five and concludes the standards for convoys. Comments could include:

Kevlar helmets will be worn with the chinstrap properly secured.

Combat vehicle crewmembers will wear the combat vehicle crewman helmet and be connected to the vehicle's intercom system at all times during the operation of combat vehicles.

Combat vehicle passengers will wear the Kevlar helmet at all times during the operation of combat vehicles.

Slide Fifteen – This slide is the first of four that lists pre-operational checks for convoys. Comments could include:

A route recon is well worth the time it takes to conduct.

Strip maps keep drivers informed and prepared.

Slide Sixteen – This slide is the second of four and continues the pre-operational checks for convoys. Comments could include:

Catch up speeds can cause problems and add additional risks if the soldiers do not know what they are and are not motivated to follow them.

Trailers can cause serious problems. Pre-operational checks can identify most of the problems.

Slide Seventeen – This slide is the third of four and continues the pre-operational checks for convoys. Comments could include:

Use proper intervals allows civilian traffic to move around the convoy and provide the Army driver with adequate stopping distance for our vehicles.

Rest stops are essential to keeping drivers alert.

Slide Eighteen – This slide is the fourth of four and concludes the pre-operational checklist for convoys. Comments could include:



A convoy is not over until all is accounted for and lessons learned are passed on to units that will convoy after you.

Slide Nineteen – This slide is the summary slide and ends the briefing. Comments could include:

Convoys can be an operation that is impaired by accidents or a quick professional deployment of soldiers and equipment. The choice is up to you. Each member of the convoy team must take an active part in identifying risk and implementing control measures to reduce risks.